

# Montana Aeronautics Commission



Volume 13—No. 6

July, 1962

## SEVENTEEN AIRCRAFT AT SCHAFER FLY-IN



Seventeen aircraft with 56 persons aboard arrived at Schafers Meadow, Saturday, the 23rd of June, for the M.P.A. Fly-In. President Herb Sammons and his able aid Russ Lukens, purchased and set up tents for flyers use at Schaffer. Although tents were avail-



able, many of the participants slept under the sky. Mosquito lotion was used by the gallon and the night turned quite chilly but everyone survived to be awakened next morning by the aroma of breakfast being prepared by President Sammons.

After a day of fishing, horseplay and sunburns, the weary campers departed Sunday evening for their hangars at Great Falls, Helena, Cut Bank, Kalispell, Shelby and Polebridge.

### HAZARD TO FLIGHT

In a well executed 360 or 720 degree turn it is common to encounter turbulence created by your own aircraft. Sometimes it is slight, sometimes quite vigorous. The common name of this disturbance, "prop wash". Now we know that although the prop is responsible for much of this roughness, a greater portion is generated by passage of air over and around the wing tips, resulting in a highly disturbed condition identified as a vortex at each wing tip. It is known, that severity of gusts encountered is directly proportional to the loading of the wing and inversely proportional to the speed and wing span. Thus, a heavy jet transport, for example, leaves the most severe turbulence behind it while flying at slow operational speeds—immediately after take-off or just before landing. It is possible to lose complete control of small aircraft following or crossing too

closely behind large aircraft.

### KEEP YOUR DISTANCE

When you are cleared for take-off by a control tower, and you suspect that wake turbulence exists, you have the prerogative to request additional delay. This request should be made prior to taxiing into position on the runway.

You cannot see this phenomenon described as "an invisible, horizontal tornado", it is there.

### OPERATION CHECK LIST

In the next few weeks you will see posted at strategic areas of your airport a sign stating "USE YOUR CHECK LIST."

Statistics show 65 to 75 percent of the total number of accidents occur during taxiing. These signs will remind you to use the check list. The use of check lists is accepted by professional pilots as the best way to accomplish normal and emergency aircraft operating procedures. The use of check lists by all pilots should prevent many of the aforementioned accidents and result in a considerable savings in manpower and money for the Agency, as well as saving money, injuries and lives in the aviation industry.

**GOOD HABITS — PROPERLY USED—WILL PREVENT ACCIDENTS.**

July 11, 1911. U.S. Navy receives its first aeroplanes; a Curtiss A-1, a Curtiss A-2 and a Wright B-1.

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**MONTANA AERONAUTICS  
COMMISSION**  
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### **WORLD FAMOUS COLE BROTHERS AIR SHOW AT GLASGOW, JULY 15TH**

The Valley Hangar of the M.P.A. will sponsor the Cole Brothers Air Show in Glasgow July 15th. The event starts at 1400 (2 p.m.). Arriving aircraft should be in prior to 1300 (1 p.m.), as the field will be closed after 1300 for the air show.

One of the brothers, Duane Cole, won the International Aerobic Championship in Phoenix last winter.

Organized in 1947, the now world famous Cole Brothers Airshow has in fourteen years become the outstanding show of its kind. The Brothers show gained prestige in its first years by flying such extravaganzas as the National Air Races, the International Aviation Exposition, the All Dixie Air Fair, the All American Air Maneuvers and Armed Forces Day Shows.

In the past fourteen years, the troupe has flown in about 450 shows in 43 different states. Their travels have taken them from coast to coast and from the Gulf to Canada. Although they have flown in most of the major cities including Chicago, Miami, Chattanooga, Birmingham, Detroit, Pittsburgh, St. Paul, Toledo and others, their exhibitions have not been confined to the larger metropolitan areas. They participated in a show at Filipin, Arkansas, a hamlet of less than two hundred souls.

Traveling approximately 25,000 miles per year has given the Brothers show 375,000 miles in

the past 15 years.

The original show made up of four brothers, Duane, Marion, Arnold, and Lester, was first seen in the Coles home town, Kewanee, Illinois. Now, 15 years later, Duane, and Duane's wing riding wife Judy, and sons Rolly and John along with Brad Parlin and Bill Adams make up the cast. Kewanee is no longer the Coles home, having moved to Fort Wayne, Ind. in September, 1958.

The aim of the show is to entertain with a combination of showmanship, education and safety. For thrilling entertainment, the aerobatics of the powerful 450 horsepower Stearman as it roars out of a maneuver belching a great white smoke trail and the spine tingling antics of the parachute jump and ladder acts of Brad Parlin are tops. Duane Cole, International Aerobatic Champion, with his Clipped Wing Taylorcraft flying precision low level aerobatics adds color and dash to this aerial display. However, the show is not a succession of thrill acts but is interspersed with educational maneuvers designed to better acquaint the public with the inherent safety of the modern airplane. Safety to the audience and the pilots is stressed at all times. **The Cole Brothers will not participate in any show that is not approved by and under the supervision of the United States Federal Aviation Agency.**

This airshow is the kick off event for Glasgow's Diamond Jubilee celebration July 15 through 21.

### **LATEST OPERATIONAL STATISTICS**

Covering Calendar 1961, Just Released by FAA. Some highlights:

\*Aircraft operations (each landing and takeoff is one operation) were up 2% over 1960. These operations (26,300,767) only counted at airports with towers (3.6% of country's total airports), are broken down thus: 59% general aviation, 26% airline, 15% military.

\*Instrument approaches at centers were up 2%, at approach control facilities up 5%.

\*FSS contacts were down 6% but VFR contacts were up 2%. Flight plans originated at FSS

were up 80%.

\*Ten busiest towers: Los Angeles, Chicago O'Hare, Miami, Washington, New York Idlewild, Tamiami (Miami, general aviation only), Phoenix, Van Nuys, Long Beach, Denver, in that order.

\*Ten towers handling most general aviation itinerant (not including local) operation: Van Nuys, Phoenix, Long Beach, Denver, Houston, Santa Monica, Wichita, Dallas (Love), New Orleans (Municipal), Sacramento, in that order.

\*Ten towers with most instrument operations: New York Idlewild, Washington, Chicago O'Hare, Atlanta, Los Angeles, San Diego, Chicago Midway, Miami, Greater Pittsburgh, Newark. Note: "instrument operation" is any flight on an IFR flight plan, regardless of weather. True instrument landing is called "instrument approach," is counted only in IFR weather. Ten busiest towers handling such approaches: Los Angeles, Chicago O'Hare, San Francisco, Chicago Midway, New York Idlewild, Selma, Ala., (Craig AFB); Cleveland, Newark, Atlanta, New York LaGuardia.

\*Ten busiest FSS contacting VFR aircraft; Joliet, Ill.; Los Angeles, Santa Barbara, Calif.; Bakersfield, Calif.; Dallas, Oakland, Calif.; Phoenix, Las Vegas, Prescott, Ariz.; Farmington, N.M.

Additional figures, as of March 31:

\*FAA personnel in traffic control centers 6,550; in terminal facilities (towers, etc.) 5,841; Flight Service Stations 4,316.

\*FAA now operates 36 traffic control centers, 258 towers, 399 Flight Service Stations.

\*There are 66 transcribed broadcasts on low-frequency facilities throughout country.

### **FAA EXTENDS RULE RESTRICTING PORTABLE FM RADIOS**

The rule prohibiting use of portable FM radios on all United States commercial airplanes and restricting their use on other U.S. civil aircraft has been extended by the Federal Aviation Agency for an additional year.

The rule originally was put into effect for a one-year period on May 25, 1961, after tests conducted by the FAA revealed that FM

radios adversely affected the operation of Very High Frequency radio navigation equipment in aircraft. Immediate corrective action was deemed necessary, and Special Civil Air Regulation SR 446 was issued forbidding use of these radios during flights on airliners and other commercial aircraft. The rule also prohibited their use on other civil airplanes when the VHF radio navigation equipment was in operation.

SR 446 was issued as a temporary rule pending completion of the FAA's test series. The termination date of the rule is now being extended since final evaluation of these tests has not been completed by all interested parties in the aviation industry. The regulation may be superseded or rescinded by the FAA at any time during the effective period.

### THUNDERBIRDS TO PERFORM AT COEUR D'ALENE

The Thunderbirds, a U. S. Air Force jet aerobatic team, will put on a demonstration at the Diamond Cup Races at Lake Coeur d'Alene on July 21 and 22 between the hours of 1500 and 1600 Pacific Daylight time. This is the same as Montana Standard time.

The aerobatic team will perform from the surface to 14,000 feet in a radius of five miles from the race course on the north end of Lake Coeur d'Alene. All pilots flying near this area on these dates are warned to stay clear of the area.

### AIRPORT DEVELOPMENT QUESTIONNAIRE

The June issue of Montana and the Sky had an airport development questionnaire included. The returns on this questionnaire are coming slowly. Please refer to that issue and send in your airport choices on that questionnaire as soon as possible.

**FOR SALE:** Nicest and prettiest 1955 model Cessna 170B in Montana—Primary group fire extinguisher, 4 seat shoulder harnesses—Narco Super Homer Spinner; New tires 30 hours ago—large tail wheel—painted orange and black trim like 1959 180—Relicensed June 1, 1962—650 hours SMOH 1320 TT—Quick drains wing tanks—\$5,750.00, Torrey B. Johnson, Kirby, Montana.



### TIE DOWN STAKES

The M. A. C. has recently constructed 50 sets of tie down stakes. This project was initiated at the request of the Gallatin Field Airport Board in Bozeman.

These tie down units will be made available to any Montana airport having a Fly-in or a special function in which additional tie downs will be needed. Each set includes 2 wing stakes and 1 tail stake. Each of these steel stakes has a steel chain attached with a fastening device. Driving caps are also furnished.

An airport desiring to use this facility should make a written request to this office prior to the function date. In the request, state how many sets of these tie downs will be needed and the date of the Fly-In. The borrowing group will be expected to pick up and deliver the stakes. The tie downs are loaned free of charge but in the case of loss of any part of the units a replacement fee will then be charged.

Get your order in early.

### COMING EVENTS

Modern Aire Flight Service of Culbertson, Montana, will sponsor a Pilot Education Meeting to be held at 8:00 p.m., July 18th in the basement of the ASC Office. Mr. Bernard A. Geier, General Aviation Inspector from Billings will conduct the meeting with a discussion of subjects pertaining to "Hot Weather Flying". All pilots in the area are urged to attend.

July 4th—Fly-In to 75th Anniversary Railway Days at Malta, Montana, July 4. Fly-By of Jets, 1:00 p.m. Coffee and donuts 10:00 to 2:00.

July 14-15—Fly-In Sondreson Air Strip. Camp fire dinner 6 to 8 p.m., dance 8 p.m., July 14th. Hangar breakfast fishing the 15th. Bring sleeping bags. \$5.00

per couple. Sponsored by the Flathead Valley Hangar of the M.P.A.

July 29—Plentywood Fly-In Breakfast, 6 a.m. until noon. Noon until 4 p.m. old time picnic. Box lunches, recognition of old timers and pilots. Old time swimming suit style show. Diving exhibition. Horse shoes and other games. Transportation available from the airport. Theme—dress from 50 years ago. Sponsored by the Sherwood Pilots Association to help Plentywood celebrate its 50th anniversary.

July 22—Runway Dedication, Bozeman.

July 4—Flying Farmers and Ranchers Fly-In, Polson.

### FAA CONSIDERS STEPS FOR GREATER FLEXIBILITY IN MAINTENANCE OF GENERAL AVIATION AIRCRAFT

The Federal Aviation Agency is considering two steps to increase the flexibility of general aviation maintenance requirements, FAA Administrator, N. E. Halaby recently announced. The first step toward increased maintenance flexibility, Halaby said, is a proposal that FAA grant manufacturers "the privilege of servicing their own aircraft in their own plants." He spoke to the 18th National Maintenance and Operations Meeting in Reading, Pa.

Halaby also announced that the FAA will soon begin using its new computer for tabulation of all general aviation incidents to help the Agency gain a better idea of how the general aviation safety picture might be improved. This data can not be maintained in statistical form without computers due to its volume.

The maintenance proposal "would be an important convenience to manufacturer and owner," Halaby said. A repair station certificate would be required of the manufacturer in addition to his production certificate if the aircraft included equipment and components manufactured by another company.

FAA also is exploring the feasibility of a new inspection system which would supplant the presently-required annual inspection for general aviation aircraft in

the not-for-hire category. Halaby said FAA feels that delegating this responsibility to manufacturers and their dealer organizations would be "flexible, convenient, and a more businesslike arrangement all around," consistent with safety requirements.

So long as an aircraft owner maintained his aircraft in accordance with the manufacturer's approved system, the present annual inspection would not be required. A special sticker might be supplied by either manufacturer or FAA identifying the aircraft's inspection status. This would be valid where ever the aircraft went.

Halaby noted that some individuals might not want to have their aircraft serviced by a particular dealer. The FAA plan would provide an alternative which might require the manufacturer to make standards and shop manuals on his equipment available at cost to general repair station operators. For aircraft whose manufacturers are no longer in business, FAA would write the standards and manuals.

## FLYING TO ANOTHER COUNTRY?

Flight guidance for international flyers is offered in a new International Flight Information Manual issued by the Federal Aviation Agency.

Foreign country entry requirements, airports of entry, regulations and restrictions are included in the publication which also lists passport, visa and health requirements. For easy reference, information format is the same for each country beginning with personal entry requirements, aircraft entry requirements and special notices followed by a listing of airports of entry. A geographical presentation of Operational Navigation and World Aeronautical Charts needed for foreign navigation is shown on the publication's last four pages.

Approximately 130 countries, islands and territories are covered. The new issue is published annually in looseleaf form with amendment sheets distributed quarterly. It also continues to be supplemented by the weekly publication "International Notams."

Subscriptions for the International Flight Information Manual

may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C., for \$1.00, including the quarterly amendments.



**WIND CONE ASSEMBLY**

The Montana Aeronautics Commission has in stock, standard wind cone assemblies. See photo. These complete units are available at the cost of \$150 each FOB Helena. Each unit is 22 feet high and hold a standard 24 inch diameter wind sock. The assembly is bolted to a concrete base 2'x2'x3' in size. After the base is poured, it takes one man about 30 minutes to erect this entire



unit. Once assembled, it takes one man only 5 minutes to snap on a new wind sock. The wind sock itself is available separately for an \$8.00 charge from this office.

The wind cone unit is available for inspection on any State owned airport as well as at this office.

July 17, 1908. First City ordinance pertaining to aircraft, prescribing limits of flight, annual license, brakes, lights, signal system, etc., is passed by the town of Kissimmee, Fla.



## CONGRATULATIONS!!

### CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

- Richard W. Morissette, Hardin, Comm.  
Victor L. Tindall, Lewistown, Private  
Ove Ray Skovgaard, Lewistown, CFI  
Elmer O. Strand, Lewistown, Student  
Donald C. Williams, Lewistown, Student  
Don R. Belden, Columbus, Private  
Harvey M. Warren, Hardin, Student  
Ezra K. Jones, Buffalo, Wyo., Student  
Richard F. Meyer, Nashua, Private  
Frank G. Thorsen, Poplar, Commercial  
Rudolph J. Kingsley, Glasgow, Student  
Marvin C. Masur, Glasgow, Student  
Krout, Leonard Francis, Missoula, Student  
Akers, Gene W., Worley, Idaho, Privte, Rotorcraft  
Winn, Dennis R., Butte, Student  
Pasha, Delbert L., Gallatin Gateway, Student  
Jacobs, John Clinton Jr., Great Falls, Student  
Anders, John D., Bigfork, Student  
Fairhurst, William A., Three Forks, Limited Flight Instr.  
Hudson, James Roy, Helena, Student  
Waggoner, John C., Cut Bank, Student  
Ginter, Clarence W., Great Falls, Student  
Moore, Dale G., Missoula, Private  
Wolfrum, Bert F., Missoula, Parachute Rigger  
MacKinnon, John W., Missoula, Private  
Pohlman, Dolphy O., Missoula, Student  
Jacobson, Donald Allen, Cut Bank, Private  
Oberg, Robert Ross, Twin Bridges, Private  
Arensmeyer, Richard Thomas, Choteau, Student  
Sorenson, Arnold Cecil Eugene, Kremlin, Private

Cummings, Robert F., Butte, Private  
 Collar, Leo K., Rexford, Student  
 Cavey, Michael A., Three Forks, Student  
 Fairhurst, Thomas Earle, Three Forks, Student  
 Griffith, Vern D., Butte, Student  
 Lund, Richard Carl, Havre, Private  
 Hodge, William C., Missoula, Private  
 Kozich, George J., Missoula, Private  
 Keffeler, Miriam E., Missoula, Private  
 King, Richard L., Helena, Student  
 Ukrainetz, William, Great Falls, Student  
 Donahue, George Dennis, Great Falls, Student  
 Childs, Elsie F., Helena, Instrument added to Comm.  
 Lefko, Albert J., Great Falls, Private  
 Wilson, Chet P., Spokane, Wash., Student  
 Anderson, Neil Robert, Great Falls, Private  
 Moody, Vernon Lee, Helena, Student  
 Naegele, Fred W., Helena, Private  
 Young, Virgil C., Butte, Student  
 Poil, Robert L., Columbia Falls, Student  
 Robertson, Benjamin E., Great Falls, Student  
 Marchildon, Ralph B., Missoula, Student  
 Albert A. Watenpaugh, Sheridan, Wyo., Private  
 Richard M. Nessan, Moore, Student  
 William G. Settle, Wibaux, Private  
 Celestine T. Finneman, Golva, N.D., Private  
 Allen R. Eisenhart, Wibaux, Private  
 Wayne N. Aspinall, Billings, ATR  
 Elmer A. Shultz, Glendive, Private  
 Douglas B. Buchanan, Lewistown, Private  
 John B. Chandler, Plentywood, Student  
 Raymond E. Dockery, Lewistown, Private re-issued  
 Victor B. Wilson, Billings, Student  
 Gordon T. Woods, Billings, Student  
 Norman D. Striplin, Buffalo, Wyo., Student  
 Walter F. Jackovich, Billings,

Student  
 Donald R. Hawley, Glasgow, Comm. MEL & Instrument  
 Frank L. Robinson, Glasgow, Comm. Instrument  
 Dewayne W. Phol, Glasgow, Private  
 Billy D. Spencer, Billings, Student  
 Nick R. Geiger, Glendive, Student  
 Vincent E. Bergh, Redstone, Private  
 Larry M. Ostby, Froid, Private  
 Olaf H. Drovdal, Watford City, N.D., Private  
 Rudolph E. Jacobson, Culbertson, Student  
 Charles P. Vaughn, Fairview, Private  
 Joseph L. Neice, Beach, N.D., Student  
 David G. Cochran, Billings, Advanced Ground Instructor  
 George P. Bilotta, Billings, Ground Instructor, Link  
 Roy J. Jones, Billings, Student  
 Raymond G. Carkeek, Ennis—Instrument rating on Comm.  
 LeRoy H. Anderson, Billings, Student  
 Leonard F. Llewellyn, Billings, Comm., ASEL, MEL, INST, Rotorcraft

## ACCIDENT PREVENTION



Bernard A. Geier,  
Safety Agent, FAA Billings

V Speeds, continued from last month.

Going up the airspeed dial from Vso, the next V speed to be marked is Vf or flap extension speed. This is the maximum speed at which full flaps may be lowered without straining the structure. Some aircraft have specified higher speeds where partial flaps may be lowered. For example: Vfe on the Cessna 310 is 130 mph but 15 degrees of flaps may be lowered at 160 mph. Vfe is always the high

end of the white arc on the airspeed dial.

Vno, the green arc on the dial, is the normal operating range. The lower limit of the green arc is stalling speed, power off, clean, ie, with gear and flaps up or just flaps up on the case of an aircraft without retractable gear. The high end of the green arc is the point where the aircraft structure has been proven to withstand sharp edge gusts of 30 feet per second. This would be approximately 20 mph.

Vp is not shown on the airspeed indicator, although I think that it should be. This is maneuvering speed. This is the maximum speed that full travel on any control can be exerted without structural damage. This is also the speed at which the structure will withstand sharp edge gusts of 45 feet per second, or approximately 30 mph. During the Air Force project of Thunderstorm and Hurricane Flying, the maximum sharp edge gust that was experienced was 43 feet per second. If flight is maintained below Vp, turbulence encountered in VFR flight will not damage a properly maintained aircraft. I would recommend a small mark on the glass of your airspeed to remind you of Vp. Vp can be found in the aircraft flight manual.

Vne is shown by the red line and is never exceed speed. At this speed, the aircraft will stand sharper edge gusts of 15 feet per second. The yellow arc is between Vno and Vne and is called the caution range. This range should be avoided in turbulence.

Vlo is the maximum speed for extension of the landing gear. This is not shown on the airspeed, but may be found in the Flight Manual or on a placard in the cockpit.

If you have any further questions on V speeds, check with your instructor or call on the FAA Inspector.

Just a word about summer flying. Remember that Bessie does not perform during the high temperatures as she did during the winter months. Drop in on one of the General Aviation Safety Meetings during July. Hot weather operation will be discussed.

Let me know what you would like to have discussed in this column.

## AIRPORT DIVISION



By JAMES H. MONGER,  
Chief, Airports Division



**YELLOWTAIL DAM:** The following is a letter this office received from the Morrison Knudsen Construction Co., headquartered in Hardin, Montana:  
Gentlemen:

As you are probably aware, our airstrip here at the Yellowtail damsite is practically complete.

We wish to advise you so that you might be able to advise your customers that this is a private landing strip and not for public use except in an emergency or if approval is granted in advance. We would appreciate it if you would so inform anyone making inquiries. Of course it is available for anyone having business with our company or with the construction office at the Bureau of Reclamation.

/S/ P. J. Soukup, Project Mgr.

**AIRMARKING:** On June 11th the Montana Aeronautics Commission dispatched its two summer airmarking crews. These crews are composed of college students and they travel the entire state each summer remarking Forest Service lookout towers in western Montana and airmarkers in almost every town throughout the State. This year the Forest crew is composed of Courtney Atlas, a Carroll College student from Helena, and Robert Wright, a Helena boy going to school at the University of Washington. The flatland crew is composed of two western Montana college students from Dillon, Larry Dunlop of Livingston and Dean Stroh of Townsend.

There are about 100 air marked Forest Service lookout towers in western Montana. Each of these towers is identified with a number and the letter M designating that it is in the State of Montana. When a pilot sees the identification number he can then refer to his State Aeronautics chart and find the corresponding number with the name of the lookout with the latitude and longitude. Not all lookout towers in Montana are air marked, however, most of the ones at strategic locations do have these markings on them. This program has proven of considerable benefit for the safety of the flying public as well as having an advantage in Forest Service fire control operations and other administrative flying. The Forest Service is co-operating with this office on this project.

The flatland airmarking crew paints airmarkings on a large roof



in each town or on a large farm building in a remote area. These markings consist of the latitude and longitude with a north arrow as well as the name of the location and an airport direction marker with the mileage stated to the nearest airport. These numbers and letters are chrome yellow in color with a black border. There are presently 254 existing airmarkers in the State of Montana. Many of these are in good condition and will not have to be repainted if the marker has become faded or the roof has since been patched up. Each marker takes about two and one half gallons of paint. An air marker is one of the simplest and least expensive aids to air navigation for the VFR pilot and it is at the same time, one of the most effective

and necessary particularly for the private or non-scheduled flyer.

## MPA REPORTS STATE PRESIDENT

**Pilots:** I want to thank you for the privilege of being your President this year. I hope that when this year is over that we as an organization have done something for you and that you have been able to do something for the M.P.A.

Your Vice-President, Russ Lukens, and I have purchased tents that are put up at Shafer Meadow and Meaw Creek for the summer for the MPA pilots use. We hope that you pilots will be able to take advantage of these tents and we will appreciate any comments about them you may have. Shafer and Meadow Creek are two wonderful strips available for the private pilot and we are trying to make it more convenient for those pilots that do use them.

Let's plan on an active year for M.P.A. Feel free to contact me whenever you have comments or suggestions.

Your M. P. A. President,  
Herb Sammons

## BILLINGS HANGAR

At the last meeting of the Hangar, election of officers was held. For the coming year, Jack Peckham was elected Secretary-Treasurer, Kenneth Sigfrinius as Vice-President, and Daniel J. O'Donnell, President.

It is our wish to do the best job that we can for this Hangar during the coming year. I would appreciate hearing from each of you and let me know what the Hangar should do in the best interest of everyone. Perhaps you would like to have educational films shown at our meetings, or whatever you desire we assure you that the three of us will do our utmost to follow whatever the majority wishes.

We will notify you in advance of the date of our next meeting and we certainly would appreciate a large attendance.

July 31, 1912. Lt. T. G. Ellyson, in a Curtiss AH-3, attempts first launching of an aeroplane by catapult from the deck of battleship.

## AIRFRAME AND ENGINE MECHANIC APPLICANTS



By LEE C. MILLS  
Supervisor, GADO4, Helena

Your attention is invited to Amendment 24-4 to Part 24 which revises the validity period of any Form FAA-578a (result of written examination) issued prior to May 29, 1962. When these 578a's were issued they did not have an expiration date. After this they will have a duration of 24 calendar months. As there are a number of mechanics in the area who have successfully completed the written portion of the FAA mechanic examination and not the oral and practical, it is felt that the above amendment should be given special attention.

In order to assure that the knowledge and skill of an applicant is current CAR 24.18 was amended to require that all parts of the mechanic examination be successfully completed within a 24 calendar month period. Credit will be given for any written portion passed prior to May 29, 1962 for 24 calendar months after that date, or, in other words, anyone who has successfully passed the written portion of the mechanic examination will have until May 31, 1964 to complete oral and practical. The form FAA-578a will indicate an expiration date for written examinations completed after May 29, 1962.

It is suggested that those mechanics in the area who have successfully completed the written portion of the Airframe or Powerplant mechanic examination contact their local FAA office for an appointment to complete the oral and practical at their earliest convenience.

## THE MAKING OF AN AIR PILOT

"The commercial flying school is one of the most important problems confronting aviation today. Most of our pilots in the past received at least a major portion of their training in military schools, but with the rapid advance in commercial flying the supply of these men is no longer adequate. Consequently it is becoming necessary to draw from pilots who have not had the opportunity of attending military institutions, but who have received their instruction in commercial schools.

"These schools, in the past, have not been particularly well organized. In many instances, the practice has been to advertise flying courses for their low cost rather than their high quality. It has been very difficult for a student to obtain enough instruction and solo flying experience to fit himself for a pilot's position. The number of our flying schools has increased greatly and as a class still leave a great deal to be desired. However, several have organized quite complete courses of flying and ground instruction. It is possible for a student, with sufficient capital, to attend one of the latter and graduate with sufficient training to enable him to become a commercial pilot with limited flying experience."

"A majority of the accidents in flying are due to faulty pilotage. There are two methods of decreasing these accidents—by training and regulation of pilots, and by advance in aerodynamic design of aircraft so that less is required of the operator and more of the airplane."

"In so far as the first method is concerned, one of the essential steps is to obtain a standard of flying instruction. Our flying schools should be rated by their standing and patronized on account of their excellence as are our universities and colleges."

"As the interest increases in aviation, more and more people are wanting to learn to fly. Some desire to enter aviation as a profession. Others wish to use the airplane as transportation in their business. Many are interested in flying merely as a means of pleasure."

"The first or professional class can devote a large amount of time to training and fly constantly both during the training period and after entering the profession. The man or woman who uses an airplane at irregular intervals is confronted with an entirely different problem. The professional student enters flying training, completes it as soon as possible and begins commercial work. The other type is often unable to train regularly and frequently long intervals elapse between flights after training. Training and irregular flying require a different type of airplane than that used in commercial service."

Strangely enough this is an excerpt of an article by Colonel Charles A. Lindbergh in the National Safety News, November 1928. How Times Have Changed?

**FOR SALE:** Cessna 180, 1954 model, total time 1,500 hours time on engine since OH 650 hours on chrome cylinders, all new paint, yellow, black and white; new interior. Full instrument panel. VHF omni. Price \$6,800.00. Contact Robert Eisele, Buffalo Star Rte., Sheridan, Wyoming, or phone 672-2022.

**FOR SALE:** Cessna 120, Narco one radio. Full electric system with retractable landing light, primary blind panel, good tires. Recovered wings in 1957. 620 hours since major overhaul. Price \$2,000. Contact Gerald Ohs, Box 843, Malta, Phone 012J3.

**FOR SALE:** 1959 P A 18 with new Aero-Dyne spray unit mounted. Very clean TT 970. 300 since T. O. Oil Con. 1 qt. 15 hrs. Waite E. Hockett, 809 N. 3rd St., Miles City, Montana. Phone 232-1157.

Third Unicorn frequency shortly to be authorized by Federal Communications Commission. It's 122.9 will be "catchall" frequency to relieve congestion on 122.8, also serve crop dusters, fire-fighters, sky writers, etc. FCC calls new frequency "Multicom."

July 25, 1919. Roland Rohlf, test pilot for the Curtiss Engineering Corporation, reaches an altitude of 30,100 feet. July 6, 1920. An F-5-L Navy seaplane is flown from Hampton Roads to the U.S.S. Ohio at sea by means of a radio compass.

July 9, 1910. Walter Brookins, in Wright biplane, makes altitude record of 6,175 feet at Atlantic City, N.J., winning \$5,000 prize.

## ACQUAINT NON-AVIATORS

By the time this Editorial reaches print, one of California's most interesting annual aviation events will have taken place: The Flying Farmer Tour. But the tour itself—though always entertaining and well-planned—has never been important to aviation just for its own sake. Its value has been in another direction.

Each year the Flying Farmers, and the aircraft dealers and distributors who furnish planes and personnel to go along, invite representatives of civic, county or state governmental bodies as their guests. One year the mayors of California's cities were invited. Another year the guests will be (or will have been) members of the California State Assembly.

And right here is where the value side comes in, for no better exposure to General Aviation could be found for these largely non-aviation oriented people. They are given a first-hand op-

portunity to see what aviation means to the communities and to the state, and more than one instance of complete conversion has been recorded.

Is there anything we can learn from this? Are there any suggestions here that can be applied to our problems on a national level? I think there are. I think this basic approach could do wonders for the industry anywhere it is applied. Whenever any governmental body comes up with a new set of laws or regulations for aviation, the screams arise, "But they don't understand our problems." This is true. But isn't it our responsibility to see that they DO understand? The answer, of course, is still "yes", but we are all of us much too inclined to go about the correction in the wrong way. It is elementary and fundamental psychology that no one likes to be told he's out of line, and this is all we do. We make no attempt to woo and win our op-

ponents. It is this attitude that has for so long made the aviation industry an insular, argumentative minority group, instead of an integrated part of the community as a whole.

The platitudes and cliches that apply here are numberless, but the best would be, "You can catch more flies with honey than with vinegar."

All of us, owners, operators, instructors, dealers, manufacturers, should budget some time and money individually and collectively to getting better acquainted with all forms of government. Politicians are always willing to get something for nothing, and if we can educate them in the process there can only be long-term gain.—(Tom Baxter, General Aviation News)

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